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Support of the HOME FOR THE POOR
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THE HONGKONG DISPENSARY.

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Hongkong, 24th February, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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LON. ON OFFICE: 131, ELST STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 24TH, 1908.

The annual general meeting of the Hongkong General Chamber of Commerce is to be held this afternoon. The letter by "Indian" in another column, is therefore very timely. It bears on item No. 8 of the agenda, which has appeared for several days among our public announcements. After electing a new committee, of its customary numerical strength of nine, the meeting will be asked to vote on the following resolution:

"That in consequence of the importance of the trade existing between this Port and Bombay, it is resolved under rule XXII to increase the number of the Committee from 9 to 10 so as to include a merchant interested in the Bombay trade."

This resolution cannot be said to have come too soon. Our correspondent, whom we may perhaps describe, without betraying his anonymity, as connected with one of the largest of the Indian firms so interested, rightly refers to its non-appearance in the past as an "omission," all the more strange because the Indian trade has for long formed more than half of this Colony's turnover.

It is also more or less of an open secret that the Chamber of Commerce committee did not require much argument before they conceded the justice of the Bombay trade's claim to representation; and the only open question is one of personality. Apparently it will not be the duty of to-day's meeting to select a representative for the extra chair on the Committee. According to the advertised agenda, the business is merely to sanction the in-

crease of the committee by one member, who will presumably be co-opted later by the elected nine. These gentlemen will naturally give heed to the preferences of the trade itself, and in that case we have little doubt that our correspondent (whose disavowal of all connection or interest in the premier yarn firm we endorse) may and will be taken as faithfully representing the consensus of opinion among the India traders. Very few people need to be told that the firm of Sassoon J. David & Co. is the leading firm in the trade now to be represented, but if Mr. DAVID also happens to be the choice of most of those whose interests are at last being taken into account, the committee elected to-day will find no embarrassment in the duty of selecting their new colleague, but rather an opportunity of giving a long-deferred act of justice the semblance of a graceful compliment.

The French Mail of 21st January was delivered in London on the 21st inst.

It is notified that in order to facilitate the navigation of the Nevelski Channel and Anar River, the channels will be marked by a line of white buoys.

Customers of the Hongkong Electric Co. Ltd. will note with satisfaction the announcement of a reduction in the price of current from 35 cents to 30 cents per Board of Trade unit.

The Committee of the Hongkong Amateur Dramatic Club announce that "The Liars" will be again staged on Tuesday 25th February. The booking office will be open to-day at The Robinson Piano Co.

Mr. R. F. Hume has presented a gold watch for a ladies lawn tennis tournament on the Kowloon Bowling Green, and Mr. J. W. Graham has also presented a prize for gentlemen's doubles.

The annual report of the Hongkong Y.M.C.A. for 1907 shows that the membership is 166, a slight advance on the figures of the previous year. The various organisations in connection with the Association seem to be in a flourishing condition.

The list of Justices of the Peace appears in the latest issue of the Government Gazette. A glance at the names shows that the list stands in need of revision as it contains the names of several gentlemen who have left the colony many years ago.

A notice appears in the Gazette informing managers, secretaries and other officers of companies whose duty it is to furnish annual returns of shareholders under the Companies Ordinance 1865 that in future there should be added to the names of Chinese shareholders the Chinese characters for such names.

With reference to Government Notification No. 444 of the 30th August, 1900, a charge of \$5 will in future be made for all certificates granted by Government Medical Officers to persons other than members of the Civil Service in connection with fitness or unfitness for the performance of duty and invaliding.

The anniversary of the birth of George Washington was observed in Hongkong. The British and foreign ships (if war were declared in honour of the occasion and at noon fired a salute of 21 guns to which the American cruiser "Wilmington" replied. The American blue-jackets also celebrated the day with sports at Causeway Bay.

POLICE COURT.

Saturday, 22nd February.

BEFORE MR. H. H. J. GOMPERTZ (First Police Magistrate).

TAMPERING WITH FLOUR BAGS.

The Hongkong Milling Company charged the mistress of a cargo boat with stealing 20 cents worth of flour and 30 cents worth of wheat from the Junk Bay Mills.

R. Yoneda, the assistant manager at Junk Bay, stated that on Friday afternoon while he was in the reading room he noticed defendant cut open a bag of flour, empty part of its contents in a bowl, and stuff up the bag again. When he went on board the junk to question her he saw the woman attempt to hide the bowl under some matting. He had the junk searched and in a cabin there was found a painful of wheat. There had been complaints made to the office about short weight in bags of flour.

Defendant's explanation was that in transportation several bags of flour were burst and she decided to sew them up. As each was so tightly filled she had to take out a quantity from each bag in order to sew them. The wheat found was sweepings which she had removed from the hold of her junk.

A foki in the employ of defendant stated four bags were broken during transportation on Friday afternoon through their coming in contact with the corner of the hold. The Chinese foreman of the mill saw this and called upon defendant to sew the bags.

Other witnesses were heard for the defence, after which Mr. A. H. Rennie, on behalf of the Hongkong Milling Company, asked for a severe penalty. There had been numerous complaints about the short weight of bags, he said, and this was naturally detrimental to the business of the company.

Sentence of six weeks' imprisonment was passed.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE WATERLOO CUP.

LONDON, February 23rd.

The Waterloo Cup was won by Mr. Hulton's Hallowave.

FIFTH TEST MATCH.

LONDON, February 23rd.

England's score in the first innings stands at 187 for the loss of three wickets.

AUSTRALIA'S INVITATION.

LONDON, February 23rd.

Australia has invited the American fleet to visit her shores.

THE TYNE STRIKE.

LONDON, February 23rd.

The shipbuilders' lockout on the Tyne has been withdrawn.

[REUTERS' SERVICE.]

JAPAN IN MANCHURIA.

LONDON, February 20th.

The Washington report that President Roosevelt, at the instance of China, is about to issue a protest against the policy of Japan in Manchuria, is emphatically denied. It is declared that Japan's control of Manchuria is more hurtful to Great Britain, Germany, and other nations whose trade in the Orient is larger than that of America. A protest from these would not surprise the United States, but would only receive the latter's moral support. It is admitted that the United States is losing its foothold in the Orient; owing largely to Governmental interference with the railways, which is leading to a discontinuance of certain trades.

GREAT BRITAIN AND THE UNITED STATES.

LONDON, February 20th.

Washington advises that a draft treaty, providing for a joint Commission to adjudicate on existing minor claims of the British and United States Governments, and of their respective citizens, has been delivered to Mr. Bryce for the consideration of Great Britain.

TRADE WITH TIBET.

LONDON, February 21st.

Lane Chang has settled, in substance, the Tibet trade conditions, with the exception of one point, which awaits settlement between London and Peking.

THE UNITED STATES AND JAPAN.

LONDON, February 21st.

Mr. Takahira, received by President Roosevelt, said that the cardinal objects of the Emperor was the maintenance of a lasting peace with all nations, and the conservation of the rights and interests of all peoples. President Roosevelt on behalf of the Government and his countrymen, sincerely pledged the earnest co-operation of the United States to everything tending to increase the mutual goodwill, and to foster the material advantages of the two nations in the paths of tranquil prosperity.

THE PORT ARTHUR TRIAL.

LONDON, February 21st.

St. Petersburg advises that the Court Martial on the surrender of Port Arthur has condemned General Stoessel to death, without the loss of rights and honour. General Fock was reprimanded, and Generals Reuss and Smirnov acquitted. The Court recommended a commutation of General Stoessel's sentence for ten years' imprisonment in a fortress in view of his bravery.

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, February 21st.

Pending the decision of the Columbian courts, Japanese immigrants falling in the education tests are being detained.

THE RUBBER MARKET.

LONDON, February 21st.

Low prices and the American crisis are considerably affecting the Brazilian rubber trade, and shipments are getting smaller owing to the unprofitableness.

PORTUGAL.

LONDON, February 21st.

There are various reports of reactionary plots in Portugal.

CORRESPONDENCE.

THE CHAMBER OF COMMERCE MEETING.

[TO THE EDITOR OF THE "DAILY PRESS".]

SIR,—I feel sure that all those who are interested in the Bombay Trade will have read with pleasure the notice of the Chamber of Commerce, to the effect that it is proposed to increase the number of the Committee by one member, who is to represent the Bombay Trade.

Considering the volume of the trade between Bombay and this port, a trade which represents more than half in value of all the rest of the Colony's trade put together, it seems strange that hitherto it has not been represented on the Committee of the Chamber of Commerce, and the action of the present Committee, to rectify this omission will no doubt be fully appreciated by those merchants whose large and valuable interests will now be adequately represented.

As I have said, the trade is a most important one to this Colony, amounting annually to millions of dollars, particularly that portion of it known as the Yarn Trade. How vital to the Colony's prosperity the Yarn Trade is, I need only recall the crisis through which this trade passed some eighteen months ago, when every other trade suffered in sympathy. I merely mention these facts in order to show what great care will have to be exercised in choosing the right man. It is not to be doubted that the Committee, with their long and ripe experience, after taking the sense of the various Indian firms, will make a good choice.

What, however, I would like the liberty to urge is that the choice should not be made according to "old custom," but due weight be given to the qualifications of the member selected.

To my mind, and speaking with an experience of some twenty years in the Indian trade, I should say the one man who stands out pre-eminently as the fittest for the seat on the Committee would be Mr. A. J. David, of Messrs. S. J. David and Co.

This gentleman has had a wide and varied experience in the Indian trade, having been the senior resident partner of his firm in China and Japan for over twenty years. His firm in Bombay, Messrs. Sassoon J. David and Co., are large mill-owners, while his brother, Sir Sassoon David, is not only a director of a great number of other mills, but is Chairman of the Mill-owners' Association, and whose voice carries great weight in the councils of that Association.

It is, of course, well-known that Mr. A. J. David's firm has been the largest importer of Indian yarn for the past twenty years. As showing the leading position this firm holds the question of the storage of yarn in the Godown Company's godown at Kowloon, a most important one for that Company, was brought about by the initiative of Mr. David. It required no small amount of courage to take the initiative in this matter, when it is remembered that the Chinese dealers had been accustomed for years to take deliveries from this side of the harbour, and whose prejudicial attitude against any change had to be most carefully considered. I merely mention this incident in the history of the yarn trade to show the grasp of affairs, of which Mr. David gave ample proof on that occasion, a qualification, I fear, possessed by few others.

I think I voice the feeling of the majority, if not all, of the Indian merchants, when I say that it will afford them great satisfaction to see Mr. David on the Committee, and in proof of this, I may only cite one instance to show how he is regarded by all the merchants engaged in the Indian trade, and that is, that during the crisis of 1906, when he was unfortunately for all concerned, absent from the Colony, all the foreign merchants and all the Chinese dealers concurred unanimously agreed to come to no decision regarding the proposals made, pending the arrival of Mr. David.

In thus advocating the choice of the gentleman mentioned, I should like to be permitted to add that I have no personal interest to serve nor have I any connection whatever with Mr. David's firm. My only interest is in common with that of all the other Indian merchants, and that is, that the man most qualified for the seat should be chosen—I am, etc.,

INDIAN.

Hongkong, 22nd February 1908.

THE A.D.C. PERFORMANCE.

The demand for seats at the Theatre on Saturday was so largely in excess of the accommodation that an extra performance of "The Liars" is to be given to-morrow evening. This will make the fourth performance of the piece and it is scarcely to be doubted that the A.D.C. will have the gratification to-morrow night of seeing the house equally as crowded as it has been at the three performances already given, for the highly laudatory accounts which have appeared in the Press are more than endorsed by the public who have seen the play. Numerous bouquets of flowers were handed up to the stage on Saturday evening as tokens of appreciation. The piece went exceedingly well, and the performance of "The Liars" will rank among the A.D.C.'s best efforts in a long list of successes.

LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on Friday afternoon, the 21st inst., and is due here to-day at daylight. The H.A.L. str. *Ebenante* left Shanghai on 22nd inst. at 1 p.m., and may be expected here to-morrow at noon. The *Magul* Line str. *Pathan* left Singapore on 21st inst., and should arrive here on or about the 23rd inst. The L.G.M. str. *Prins Ludvig* carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on 21st inst., and may be expected here on or about the 2nd prox. p.m.

LOCAL SPORT.

CRICKET.

POLICE 2ND ELEVEN V. Y.M.C.A.
Played at Happy Valley on Saturday, this match ended in a win for the Y.M.C.A. by 47 runs. Scores are—

POLICE.	Y.M.C.A.
Walt, b Evans.....	0
Dorvery, stumpd, b Evans.....	0
Shepherd, c Downing, b Evans.....	0
Garnar, c Greaves, b Evans.....	0
Williers, b Evans.....	0
Parr, b Evans.....	0
Cooper, b Evans.....	0
Cannell, b Evans.....	0
Bell, not out.....	13
For, c Gillies, b Evans.....	0
Molamant, c White, b Aitri.....	0
Extras.....	2
Total.....	31
Y.M.C.A.	POLICE.
H. White, c Cooper.....	3
A. R. Greaves, c and b Cooper.....	6
A. G. Siemson, b Bell.....	7
J. Aitri, c Williers, b Cooper.....	2
G. Evans, b Bell.....	4
W. Wong, c Parr, b Cooper.....	2
G. Lee, c Williers, b Cooper.....	20
F. W. Furne, b Cooper.....	0
E. A. Downing, b Cooper.....	0
Loe Chunyut, not out.....	25
H. Gittins, c Parr, b Cooper.....	9
Extras.....	9
Total.....	78

FOOTBALL.

H.K.F.C. V. "H" CO. CAMERONS.
The match between these teams, which took place on the ground of the Hongkong Football Club at Happy Valley on Saturday in connection with the Shield Competition, was the best game witnessed that day. Both grandstands were filled with spectators, and there was a large crowd round the ropes at the starting hour. The men who played were—
H.K.F.C.—Kew; B. Humphreys and Garrett; Hall, Gregory and Ironside; Williams, Wisheart, Eager, Sayer and Mead.
"H" Co. Camerons—Fraser, Edmundson and Lundum; Cameron, Stupart and Hennessy; Morrison, Jameson, Fagan, Irvine and McGuire.

The Camerons opened play and Gregory returned to Lundum, whose kick was taken by Eager and sent to Wisheart. The latter shot at goal, kicked high and missed. A neat run by the right Cameron forwards just afterwards transferred the play, and Humphreys, in defending, was forced to kick the ball out. Almost immediately the attack was resumed, but Ironside cleared and a spell of midfield play followed. A prominent feature of the play at this period was the bad kicking of the Club, Ironside, Wisheart and Garrett being the worst offenders in this respect. On the Camerons again assuming the aggressive, Garrett conceded a corner, which was cleared by Humphreys. The leather was then passed out to Williams who beat Hennessy and sent in a splendid centre. Eager rushed in and attempted to head into the net, but the ball went over the horizontal. The opening stages of the game were in favour of the Club, but midway through the first half the Camerons brightened up and played with better combination, the books in particular proving a solid defence. Kew had his work out towards the end of the half, being pressed hard by Fagan and Irvine. He succeeded in keeping his goal intact however, although some anxious moments followed a mis-kick by Garrett. Humphreys rushed to the rescue, however, and taking the leather from Jameson placed it out of harm's way. The Camerons scored another corner through Garrett fooling Jameson, but Williams cleared and the half ended without score.

Immediately on resuming Sayer showed out prominently, beating both Stupart and Cameron by a tricky run, and finally passing to Eager. The latter gave Wisheart an opportunity which he rapidly availed himself of, and before Fraser was aware of it, the leather found a resting place in the net. Hongkong's first and only goal being recorded amid great cheering. Their success acted as a tonic on the civilian team, who played now with renewed vigour, Mead and Humphreys playing an exceptionally smart game and giving Eager an excellent opportunity which the latter failed to take advantage of, his shot at goal being very weak. A second good centre put in by Mead was nullified by Williams being off-side. Play continued before the Camerons net until Edmundson cleared, sending the ball well out. A combined rush enabled the Cameron quartette to carry play into the vicinity of the Club goal, the continued and loud applause of his military supporters urging the soldiers to greater exertion. Edmundson despatched a pretty long shot which went straight for goal. Kew succeeded in clearing, but was unable to get the ball far enough out, and Irvine taking advantage of the moment, rushed in and netted, the scores being equalised in a defensive applause. There appeared to be a doubt as to whether Irvine was off-side, but the referee, Lieut. Mullins, decided that he was, and the goal was allowed. The Club continued to play a good game, but their weakness lay in the erratic shooting of the forwards, and the selfish play of one or two of the quintette detracted from their work as a whole.

Final—H.K.F.C., 1 goal; "H" Co. Camerons, 1 goal.

"F" CO. MIDDLESEX V. Y.M.C.A.

The shield match between these teams, played on the military ground at Happy Valley on Saturday, proved a very poor exhibition of association football. Though fancied Y.M.C.A. team were not in the game from the start, the soldiers doing much as they pleased and winning by six goals. True, this civilian team played a man-short, Hamilton being called upon to do the work of two backs, but they also lacked combination, a factor which assisted the Middlesex team in gaining a decisive victory. The players were—
"F" Co. Middlesex—Farrant, Barton and Warner; Clark, Charlhill, and Miller; Maxstead, Wright, McKeemin, Stevenson and Newman.The match between these teams, which took place on the ground of the Hongkong Football Club at Happy Valley on Saturday in connection with the Shield Competition, was the best game witnessed that day. Both grandstands were filled with spectators, and there was a large crowd round the ropes at the starting hour. The men who played were—
H.K.F.C.—Kew; B. Humphreys and Garrett; Hall, Gregory and Ironside; Williams, Wisheart, Eager, Sayer and Mead.
"H" Co. Camerons—Fraser, Edmundson and Lundum; Cameron, Stupart and Hennessy; Morrison, Jameson, Fagan, Irvine and McGuire.

Y.M.C.A.—Hickling; Hamilton; Hayne, Piercy and Bishop; Wessner, Wilks, Barlow Coates and Coyne.

The start saw the soldiers bearing down on the civilian stronghold, and two unproductive corners resulted. Wessner then carried the leather to midfield, but it was promptly returned, and Hickling to save, conceded a corner. This was well controlled and a scrimmage followed before the net. The keeper succeeded in clearing, but in doing so was rushed by McKeemin and placed hors de combat for a time. On his recovery play was resumed, and for the first time the Y.M.C.A. carried play into their opponents' territory. But their stay there was brief, and following the transfer all the energies of the civilian team were required to keep their goal intact. Hickling, who was ably assisted by Hamilton, succeeded in clearing a number of shots, but they were unable to withstand the continued pressure, and Wright with a sharp low shot registered the first goal for the Middlesex. The restart saw the soldiers again on the aggressive, and it was not long before Stevenson added a second goal to their score. Play was then transferred as the result of a smart piece of wing work by Wessner, and Wilks attempted a shot, but was unsuccessful. Another speedy rush into Y.M.C.A. territory was followed by some sharp play before the net, which ended in Wright defeating the keeper, and adding a third goal to the soldiers' score. The same player also added another goal to the Middlesex score before half time was announced, the score then standing 4-0.

The second moiety proved tiresome watching, play centring for the greater part of the time round the civilian goal, which was always in peril. Once or twice the Y.M.C.A. succeeded in putting their opponents on the defensive, but their attack was always a brief one, the smart and combined play of the soldiers defeating the civilian players at all points. Before time was announced two more goals were added to the Middlesex score, one by Wright and one by Stevenson.

Final—"F" Co. Middlesex Regt., 6 goals; Y.M.C.A., 0.

ROYAL ENGINEERS V. "A" CO. MIDDLESEX.

This was a match in connection with the Soldiers' League, and proved fast and exciting. The teams, on the whole, were evenly matched, but the Engineers had the most effective kickers and the game ended in their favour, the final score being 2 goals to nil.

H.M.S. "WATERWITCH" V. H.M.S. "FAME".
Played on the Naval ground, this match ended in a win for the "Waterwitch" team by five goals, the "Fame" forwards being unable to make headway against the determined defence of their opponents.

LAWN BOWLS.

The interesting competition which took place at Kowloon Bowling Green for the prize given by Mr. J. W. Graham has resulted in the meeting of W. Russell and D. Harvey in the final. The former has been playing a remarkably steady game and his prospects are favoured.

THE JUNK BAY MILLS.

AN ENORMOUS SUCCESS.

Notwithstanding the notorious depression of trade generally, and in spite of an abnormal competition to be mentioned later, Mr. Rennie shows a profit in the balance sheet which we published in our Saturday issue of \$161,262.76, out of which he pays all indebtedness and carries forward the remarkable balance of \$83,756.09. That was in less than a year, and with a brand-new business. During the same year, it so happens that the import of American and Australian flour was quite abnormal, being, as we are told, thirty per cent. in excess of the average annual import over many years. The figures are thus published:—

IMPORTS OF FLOUR DURING 1907.	
From Oregon.....	3,750,000 bags
California.....	28,000 "
Australia.....	1,000,000 "
Total.....	5,060,000 bags

If so much can be done in the green leaf, what may not happen in the dry? The expected revival of trade cannot but mean even greater triumphs for so well-managed a concern, and as it is wholly a Colonial, or British, enterprise, all King Edward's subjects at least will feel pleased at the first showing of this formerly much criticised undertaking. It goes without saying that the shareholders, whose capital has been appreciated by fifty per cent., and who have handsome dividends at their disposal at almost any time, will be the objects of envy. The promised further developments, projected in the versatile and eminently practical brain of the hard-working manager, will now be watched with greater interest and greater confidence by the public.

LARGER NAVY.

BRITISH ESTIMATES TO BE INCREASED.
It is understood that the Cabinet has already considered the question of the Army and Navy Estimates. Some slight uncertainty exists regarding the form, as it is by no means quite established that the Territorial Army will be evolved as cheaply as was anticipated, but Mr. Haldane is understood to be prepared for the possibility of certain slight modifications. Nevertheless, it is expected that he will be able to show that the new system is working well on the financial lines which he anticipated in the expenditure of £27,750,000. Little change need be anticipated for the moment.

As regards the Navy, there will be an increase in the Estimates, though not a large one. There will be no special scheme of battleship construction in reply to the efforts of other countries in this direction. This may be necessitated in the 1909-10 Estimates, and there are many well-informed people who regard this scheme as practically certain. As already stated, the Estimates will this year more especially provide for cruiser and destroyer programmes. Several of the Bills already announced are in a forward state of preparation, and it is certain that in this session, unlike the last, Government legislation will be introduced at an early date.

RAILWAY MATTERS IN MANCHURIA.

(FROM OUR CORRESPONDENT.)

Mukden, February 19th.

Fakumen? And where in China is Fakumen, and what is the international difficulty regarding a railroad there? These questions are being asked to-day wherever newspapers are read.

Fakumen is a city in Central Manchuria, 50 miles north of Hsinminfu, the present northern terminus of the Imperial Railroads of North China. These lines have their southern terminus at Peking and run from the capital through Tientsin and Shunhaikuan, at which point they pierce the Great Wall, up through the province of Chihli to Hsinminfu in Manchuria. These lines have been constructed by English engineers with money advanced by English banks and are being efficiently operated by the Chinese under English supervision.

It has always been China's intention since 1898 to construct the railroad through North Manchuria and Mongolia to the Chinese Eastern Railway (Trans-Siberian), and in the agreement with the British Corporation, which floated the bonds, the Chinese Government has promised, in case of its own inability, to finance the work of further construction, to borrow the money from the English interests in the line already built.

The Japanese have forbidden the Chinese to extend their railroad to Fakumen.

"Forbidden" is a strong word to use in diplomatic relations; nevertheless, "forbidden" is the word used in the Japanese official protest against the so-called Fakumen extension.

Hsinminfu, the present northern terminus of the Chinese line, lies 40 miles due west of Mukden with which latter city it is connected by a branch railroad built by the Japanese during the recent war and purchased last year from the Chinese for Gold Yen 1,600,000.

By the Peace of Portsmouth Japan took over from Russia all the rights in the southern half of the South Manchurian Railway between Daini and Kuangshengzui, at which latter station the Japanese line connects with the Russian section which in turn, effects a junction with the Trans-Siberian at Harbin.

The projected line which the Chinese are desirous of building is surveyed from Hsinminfu to Fakumen; throughout its course it runs off the right bank of the river Liao which divides; from the territory at present tapped by the Japanese railroad.

The peculiar interest in this case lies in the international relations it brings up. The contract for the Fakumen extension was made at Mukden early in November 1907 between the representative of Paulding, an English railroad contracting firm of London, and Hsu Shih Chang Viceroy of Manchuria, and Tang Shao Yi, Governor of Fentien (Central Manchuria) who happens to be the same man with whom the Hayashi Convention, upon which the Japanese are basing their protest, was made in April 1907. The document was formally drawn up in Chinese and English, signed by both parties, and duplicate copies exchanged. The contract now lacks only the Imperial sanction to become operative.

Furthermore, in financing the projected extension the British Corporation, through its representative in Peking, undertook to raise the necessary funds and to this end drew up late in November last, with the same above mentioned Chinese signatories, an additional agreement to advance the sum of £500,000 for the construction of the line. There through both an engineering and a banking concern England is interested with China in the prolongation of a line of railroad into one of the richest districts of North China. The Fakumen road is a natural extension of the Chinese railways already in successful operation; it seeks to exploit a region of Mongolia and North Manchuria at present entirely undeveloped, and it sends its rails northward on the far side of a commercially navigable river, entirely out of the legitimate zone of the South Manchurian Railway.

Against this natural and legitimate enterprise on the part jointly of the sovereign power of the country and their own ally, Japan not only protests—she forbids.

She forbids on the nominal ground as she alleges, that in April 1907 China agreed to build no line of railroad in future parallel to, and competitive with, the South Manchurian Railway. But it is impossible to find in the Convention of April 1907 the slightest basis for Japan's position; the matter of competitive lines is not once alluded to. The convention was made in Peking between Count Hayashi, Envoy of Japan, and Tang Shao Yi, the present Governor of Central Manchuria.

In the minutes of the Convention it is recorded that Japan earnestly stipulated for the very clause upon which they base their present mandatory protest, but—and this is the important point—the Chinese Envoy expressly objected against the inclusion of such a clause in the agreement, and was so far successful that the Japanese project was only recorded as a minute of the proceedings. These minutes were, subsequently to the meeting, copied in duplicate, signed, and exchanged. According to the Chinese they have no binding power whatsoever; according to the Japanese they are made the basis of "forbidding" any further railroad enterprise, not their own in Manchuria.

In assuming this position Japan adopts a policy with regard to Manchuria identical with that of Russia in 1897. At that time Russian policy, under the Lamsdorf regime, was openly pledged to the exclusion of any foreign influence other than their own from Manchuria; M. Pavlov even went so far as to object at Peking, for his Government against the employment by China of an English engineer not "because he was an Englishman, but because he was not a Russian."

Possibly there may be some ground for a Japanese protest on a supplementary treaty basis, because the Chinese have before now been led into affixing their signatures to documents which they either misunderstood or understood as not binding. But that the line is competitive within a sound commercial definition seems absurd when a glance at the map will show the new project not only at a minimum distance of 40 miles from Japanese rails, but as the far side of a river already in use for freight transport from the interior to Newchwang, and exploiting a district of Mongolia and North Manchuria entirely untouched as yet by Japanese enterprises.

Taken with other unmistakable evidence of Japanese aggression in Manchuria, the Fakumen protest seems conclusive. But other evidence is available to render such a conclusion additionally sound. It has become known to your correspondent through the most reliable sources that, since the new agreements were made early in November last, the Japanese have intimidated through official channels that if they were admitted to a proportion of at least one-third of the financing of the project, they would "allow" the railroad to proceed. In other words Japan has clearly shown in this instance her unwillingness to admit any other power, even a power allied, into the political field of the Three Eastern provinces. She seems to have committed herself by an overt act to the position that in Manchuria Japanese interests are and shall remain paramount.

In this connection what has become of the Open Door Policy, and of signed and sealed treaty obligations looking to that end?

JAPANESE EMIGRATION.

CONCESSIONS TO CANADA AND THE UNITED STATES.

Ottawa, Jan. 21st.

Mr. Lemieux, Minister of Labour, today made a statement in the Dominion House of Commons regarding his recent visit to Japan. The mission, he said, had been successful. He had succeeded in barring immigration from Hawaii, and in restricting the influx from Japan direct, for which the Japanese Government was not responsible.

Canada, Mr. Lemieux continued, owed a debt of gratitude to his Majesty's Ambassador, or to Tokyo, and Count Hayashi was a true friend of Canada. That the new accord was now on a satisfactory basis was shown by the following Note which was presented to him in Tokyo on December 23:

"In reply to your Note of even date I have the honour to state that although the existing Treaty between Japan and Canada absolutely guarantees to Japanese subjects full liberty to enter and reside in any part of the Dominion of Canada, yet it is not the intention of the Imperial Government to insist upon the complete enjoyment of the rights and privileges guaranteed by these stipulations when they involve disregard of the special conditions which may prevail in Canada from time to time. Acting in this spirit and having particular regard to the circumstances of the recent occurrence in British Columbia, the Imperial Government has decided to take efficient means to restrict immigration to Canada. In carrying out this purpose the Imperial Government in pursuance of the policy above stated, will give its careful consideration to the local conditions prevailing in Canada, with a view to meeting the desires of the Government of the Dominion as far as is compatible with the spirit of the Anglo-Japanese Treaty and the dignity of the State, although, as stated in the Note under the reply, it is not possible for me to acquiesce in all the proposals made by you on behalf of the Canadian Government."

I trust that you will find in the statement herein made a proof of the earnest desire of the Imperial Government to promote by every means within its power the growth and stability of the cordial relations which exist between our countries. I venture to believe also that this desirable result will be found to have been materially advanced by the full exchange of views which has taken place between us, and it gives me pleasure to acknowledge the obligation under which I have been placed by your frank and considerate explanations regarding the attitude and wishes of your Government."

Tadao Hayashi, "Foreign Minister."

Continuing, Mr. Lemieux said that, during the course of the Conference, a series of the most stringent regulations accompanied by instructions to the Local Government and Consul in Canada, were issued. He assured the House that the British Ambassador and he himself were satisfied that these regulations were sufficient for the purpose of the Canadian Government, and would be honestly enforced by the Foreign Office at Tokyo. The recent Order prohibiting immigrants from landing in Canada, except by continuous journey from the country of their birth and with through tickets, applied indiscriminately to all countries, and was not a selective measure. With the avenue from Japan carefully regulated, said the Minister, "and the stream from Hawaii completely closed I can announce to this country that we have eliminated from this time any features that could give rise to apprehension of any future trouble with regard to Oriental immigration."

Mr. Lemieux announced that the immigration company which had been responsible for the influx into British Columbia had been suppressed. "After all," he said, there were only two alternatives. Canada must either abrogate the treaty or accept the concession of six months, which would involve a serious result and would mean the loss to Canada of important commercial advantages, of which they had as yet only partially availed themselves. Japan would rightly regard a 500-dollar poll tax as an unfriendly act to a nation which had become one of the world's greatest Powers. The dignified assurance given by Count Hayashi on behalf of the Japanese Government was a solemn engagement which Canada was bound to accept in good faith. The fact that it had been given of her own free will made it all the more binding on Japan. Exclusion of Japanese immigrants would be a serious breach of the Treaty of Alliance between the Mother Country and Japan. They could not conscientiously ask the rising Power of the East, the ally and friend of Great Britain, to brand its subjects as an inferior race, which they were not. The arrangement was a fair and honourable one.

Acting in the spirit they have done," added the Minister, "and with a view to meeting our desire, they will voluntarily take such measures as will prevent any further trouble, thus maintaining the cordial relations which should exist between allies, and restoring peace and order in the fairest province of the Dominion."

HONGKONG CHAMBER OF COMMERCE.

The report of the General Committee of the Hongkong General Chamber of Commerce for 1907, which will be presented to the members at the annual meeting to-day (Monday) states that several important questions have had the attention of the Committee during the past year.

The attempt of the Viceroy of Liang Kiang to establish an Opium Monopoly at Nanking and this injure British interest by fostering native produce at the expense of the Indian Article, and which was in direct contravention of Article 5 of the British Treaty of Nanking 1842, received the earnest attention of the Committee. Protests were made to H.B.M.'s Minister, John Jordan, K.C.M.G., at Peking, and to the Hongkong Government. It is satisfactory to be able to report that, as a result of Sir John Jordan's representations, the Central Government of His Imperial Majesty instructed the Viceroy of Nanking to suspend the Monopoly and a proclamation was issued by the Kiangnan Opium Monopoly Bureau on the 7th September, 1907, to that effect. The Committee had the support of the China Association in their action.

The sum of \$12 was refunded to Commander R. W. Glynn of H.M.S. "Waterwitch" for payments made to him to fishermen as a reward for discovering shoals and rocks at the Good Hope Cape, Swatow and Tonggang Harbour, and the thanks of the Committee conveyed to him.

In response to a letter received from the Colombo Chamber of Commerce suggesting co-operation with this Chamber in seeking modification of the Crown Agents System, the Committee replied that they had no reason to complain of the system and had nothing further to add to their letter of the 24th July, 1903, on the subject.

A letter was received from the joint managers of the Liverpool Colonial Exhibition requesting the assistance of this Chamber in making the merchants of the Colony acquainted with the undertaking. The Committee expressed themselves as being in sympathy with the Exhibition and offered to distribute any circulars containing details which might be forthcoming.

Very important correspondence on the subject of private mooring buoys in the Harbour has passed between the Chamber and the Hongkong Government. In a letter dated the 6th August, 1907, the Colonial Secretary conveyed to the Chamber the Government's proposal to amend Table O (C) of the Merchant Shipping Ordinance and to allow private mooring buoys to be used by ships of other powers, when vacant. The Committee, in their reply, dealt fully with the subject and differed almost in toto with the arguments for a revision of the present system set forth by the Government. The Government's reply is at present receiving the Committee's earnest consideration.

A matter which received the attention of the Committee was the Proposed Opium Amendment Ordinance (No. 219 of 1906) and subsequent notification (No. 219 of 3rd April, 1907). In consequence of strong representations by Messrs. A. S. Watson & Co., Ltd., and their contention that the new Ordinance was unfair to local chemists and druggists, the Chamber placed their contention before the Government and suggested that if the Government desired closer control of opium the chemists and druggists should be kept by the sale of these drugs, and such books should be open to public examination by the Government. In response to the Chamber's letter on the subject, the Government promised that the matter should have their further consideration.

The Committee having been requested by the Government to nominate a Master Mariner to the Committee appointed by His Excellency the Governor to consider the advisability of making certain alterations in the weather forecasts and storm warnings issued by the Hongkong Observatory, Captain J. A. Roach, of the s.s. "Hawthorn," kindly agreed to act as their representative. In response to a request by the Government for the Chamber to nominate a representative to the Chamber might have to make on the suggestions drafted by Commodore Williams, R.N., the Committee expressed themselves as being entirely in accord with the Government's views and thanked the Government for the opportunity afforded the Chamber of commenting upon them.

Letters were received from the Shanghai Chamber requesting the co-operation of this Chamber in protesting against the quarantine restrictions on vessels from Shanghai, owing to the alleged prevalence of cholera at that port. The Committee took pleasure in supporting the protest of the Shanghai Chamber.

The Chamber received a request from the West India Committee, London, to join them and other Chambers in protesting against the intention of His Majesty's Government to withdraw from the Brussels Sugar Bounty Convention at the end of the first five years of its establishment, i.e., 1st September, 1909. The Committee recognizing the importance to the Colony with its very considerable sugar refining industry of the Imperial Government's adherence to the Convention, addressed a protest to the Right Honourable the Secretary of State for the Colonies, and expressed the hope that His Majesty's Minister would decide that it would be in the best interests of the Empire that Great Britain should remain a party to the Convention for another space of five years. By the courtesy of the Hongkong Government a copy was received by the Chamber of a despatch from Sir Edward Grey to His Majesty's Minister at Brussels.

By the courtesy of the Government the Chamber was enabled to criticize the Bill for Ordinance to authorize Companies registered under the Companies Ordinance, 1885, to keep local registers of their members outside the Colony. The Committee, feeling that the Bill for the greater part, affected those companies whose business was entirely confined to Shanghai, forwarded the draft to the Shanghai Chamber. After considering that Chamber's views on the Bill, the Committee of this Chamber was able to suggest certain modifications to the Government, which were adopted. The Government did this. The Chamber in honour to invite their comments on an important Ordinance relating to Life Insurance Companies which provided for a deposit to be made with the Registrar as security for policy holders, and the periodical actuarial examination of Life Companies' liabilities together with annual schedules for the better control of such Companies. The Committee approved of the Bill generally but suggested slight alterations which did not commend itself to the Government. The Committee were also asked for their observations on the proposal to enable the Governor in Council to strike off the Companies' Register any fire Insurance Companies financially unsound as to be virtually fraudulent and assured the Government, that such a measure would have their cordial approval. The Chamber were further honoured by being asked if, in their opinion, such legislation should extend to Registered Companies which under-

write marine risks. The Committee in their reply, whilst approving the principle, pointed out that hardly the same necessity for protecting the public existed with regard to Marine Insurance Companies, as the insured being business men, were more able to judge of the stability of the Company and the transactions were more often confined to shorter periods. The Committee in their report for 1906 dealt with the injustice to merchants at Newchwang from the fact that goods passed through Tientsin (Dahly) duty free. A copy of a letter from the Viceroy of the Diplomatic Corps in Peking to the Shanghai Chamber, your Committee learn with pleasure that it is the intention of the Imperial Maritime Customs to establish stations both at Dahly and the Northern frontier of Manchuria.

The China Association, Shanghai Branch, having approached the Government with a view to ascertaining what measure of support a proposed Shanghai International Exhibition 1909, might be expected from this Colony, the Government requested the Chamber's opinion. The Committee expressed themselves as strongly in favour of the Exhibition.

The vexed question of Currency Reform has again had the attention of the Committee. This Chamber joined with the Shanghai and Tientsin Chambers in signing a Memorial to the Dean of the Diplomatic Corps in Peking as the case in 1903 and 1904. The Committee also fully communicated their views to the Government of Hongkong, who forwarded a copy to the Secretary of State for the Colonies. Your Committee regard that no material improvement in currency reform is apparent notwithstanding this Chamber's efforts made in that direction. The question has, however, since been taken up by His Excellency the Governor and the report of the Committee appointed by him to consider the matter is now receiving the consideration of the Government.

The Chamber was approached by the Hongkong Government to give its views on the subject of applying conferences and combines and their relation to the hampering or otherwise of British trade, for the purpose of answering a letter from the Secretary of State for the Colonies. The Chamber also received a request for their opinion from the Secretary of the Royal Commission now sitting in London. A Sub-Committee consisting of a Merchant and a representative of the Shipping Companies was appointed to consider the answer the Chamber should give. A circular letter containing the points of questions desired to be answered by the Royal Commission was issued to all Members of the Chamber. Thirty-two replies were received out of a total of 114 Members. The consensus of opinion was that the existence of Shipping Conferences was helpful rather than harmful as regards the China trade. Replies to this effect were dispatched to the Hongkong Government and to the Royal Commission on Shipping Rings.

By the courtesy of the Government the Chamber were afforded the opportunity of commenting upon a proposal of the Government to introduce legislation for the purpose of prohibiting the sale of shares in the Colony of all banks not other than those already authorized. The Committee replied that they could see no objection to such legislation provided that the method adopted would not interfere with the negotiation of notes of other countries and currencies which find their way into the Colony through travellers and in the ordinary runs of trade.

The Committee placed any information they might possess likely to be of use at the disposal of Mr. Yang Shih Chi, a Chinese official puruing an enquiry into trade conditions in Colonial Possessions of Western Powers having Chinese Communities. This Chamber, having been approached by the Colonial Education Department, London, to consider the advisability of a local centre of examinations for the London Chamber of Commerce Commercial Examinations.

The Committee, upon being asked by the Government for their views on the proposal of the Chinese Authorities to establish a bank under the control of the Chinese Board of Finance, gave it as their opinion that no objection should be placed in the way of the proposal, provided that such bank be placed on exactly the same footing as the other established foreign banking institutions.

The Committee regret that the representations to the Hongkong Government upon the subject of the Chinese Emigration Ordinance, 1885, have met with no success. The Secretary of State in a letter addressed to J. E. Matthews, Nathan, K.C.M.G., conveyed the information that the Imperial Government could not, for the present, introduce legislation into the Imperial Parliament which would be necessary to effect the desired object.

The Committee upon being requested by the Government to appoint a member to represent the Chamber, nominated for the purpose of considering proposals for the improved lighting of Hongkong Harbour, the Hon. Mr. Kewick to represent the Chamber.

The Government forwarded a copy of a Treaty of Friendship, Commerce and Navigation between the United Kingdom and the Republic of Nicaragua ratified in the 24th August, 1906. The Committee informed the Government that as the Treaty under its articles could be terminated as far as this Colony was concerned by giving certain notice, in their opinion it would be inadvisable to ratify the same.

The Committee were pleased to receive a notification from the Government that an arrangement had been come to with the British Members of the Tientsin General Chamber of Commerce whereby the Government was enabled to keep open the service until 30th September, 1908.

The Chamber were invited by the Government to comment upon the suggestion of the Chief Justice that the Supreme Court Vacation should be extended by 42 days. The Committee were of the opinion that such extension would interfere with public business and their opinion was supported by many of the Solicitors in the Colony in a letter addressed by them to the Chamber.

The Membership of the Chamber for 1907 consisted of 23 individual members and 121 firms. During the year Mr. G. C. Morison, Messrs. Midasuma & Co. and P. Lemaire & Co. resigned. Messrs. Soares & Co. were elected members and the election requires the confirmation of the Chamber.

The only change on the Committee is the resignation of Mr. At Hump owing to his approaching departure from the Colony. Mr. G. Ireland was invited to fill the vacancy and accepted.

Mr. A. R. Lowe, who has been the Secretary of the Chamber since the ending of 1902, resigned the post in April last, but has since acted until the new Secretary took over the duties on the 1st February, 1908. The appointment of Mr. Williams requires confirmation of the Members in compliance with Rule 15.

The expenditure for the year 1907 has exceeded the income by \$308.55. This is due to the fact that the income derived from Renter's Political Telegrams has decreased by over \$400 and the cost of publishing the annual report of last year was under-estimated.

CITRONNA DE SAUVINET IN EXCELLENT CONDITION.

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H. PRICE & CO. LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 21st February, 1908.

[35]

BY BOAT THROUGH THE ALPS.

The King of Italy has recently been interesting himself in a very remarkable project—the scheme of the well-known Italian engineer, Pietro Caminada, who has devised a stupendous plan for joining by canal Genoa to Basle and the North Sea. This is no vain Utopia, but a scientific and feasible plan cleverly conceived by a man of great abilities. The Continental newspapers have taken up the matter seriously, and Signor Caminada, the famous Italian statesman, has taken considerable interest in the scheme, and it is strongly believed in Italy that the Government will adopt the plan, and that the wonderful canal will be constructed and become a reality in a very near future.

Several sketches would be necessary to make quite clear the new principle on which is based the apparently impossible undertaking. It may, however, be explained that, roughly, the novelty consists in replacing vertical locks by oblique or slanting locks. Take a long, cylindrical vase, place in it a piece of wood, pour water until the floating object reaches the top of the vase. That is the ordinary, the classic type of lock.

If now, you incline the tube, so that it be only slightly slanting—a considerably smaller amount of water will be necessary to make it overflow, and the float will thus have risen in less time and for less expense.

It will be objected that the float in the latter case has risen considerably less. Quite correct; but on the other hand, it has advanced horizontally by nearly the whole length of the tube, and this, automatically.

It may also be added that you will have been able to place in the tube an object the length of which can far exceed the diameter of that tube, and this is, of course, impossible vertically.

The projected canal across the Apennines and the Alps will be nothing but a succession of slanting tubes connected end to end.

In order to allow the passage of a greater number of boats in a given time each tube will be divided into separate compartments, closed hermetically by doors. In each of these sections one boat will be able to rise, carried by the water. This water will pass with the boat from compartment to compartment, and when it reaches the summit it will return to its starting point by means of another parallel tube, the "descending tube." This second canal will in the step incline be divided into compartments, like the "ascending" one. But in lesser declivities an ordinary canal will be constructed, or the bed of a river may be used. The enormous tubes will only be made in the case of steep slopes having to be climbed. Elsewhere ordinary canals will do, but they will be fitted with compartments of the slanting type.

In order to guide the boats and allow them to proceed forward in the axis there will be a groove at the bottom, on which will glide a car connected by cables to the bow of the boat. The level of the water, rising constantly, the boat will pull on the cable, compelling the car to glide in the groove, and thus to ascend the slope, dragging in its turn the boat.

In the closed tubes rigid iron bars will be added, which will join the boat to the roof and the sides of the tube. These bars will also glide in grooves to avoid shocks.

Thus one will be able to travel by boat first from Genoa to San Pier d'Arena, in a parallel line to the Mediterranean; then through the Valley of Poolevers, by "tubes" as far as the stream Ecos, and across the Apennines, at a maximum altitude of 1,000ft., then still by means of tubes and galleries, compelling the car to which, that of Givi, will be about 11 miles in length—one will reach the Po, and from there the route will go to Milan. A great circular harbour will surround the Lombard city. From there the route reaches the River Adde, which will take one to the Lake of Como, now a short canal, followed by ten miles of "tubes," and we arrive at the Spilgen.

Here the two waterways, which so far had run parallel, diverge. The ascending canal, will rise, penetrates into the mountain by a sloping tunnel, its companion also goes through the mountain, but, inversely. Thus, one will always cross the Spilgen in an uphill way in both directions.

The water used to raise the barges from the valley of the Rhine up to the valley of San Giacomo will be used afterwards to raise others from Italy to Switzerland, and will fall again in a cascade at its starting point.

From the Spilgen we travel down to Thun by tubes, then by open canals, and finally reach the Lake of Constance. We then join the Rhine, which is navigable as far as Basle.

What of the cost of such a gigantic undertaking? To this question the engineer responsible for the scheme replies: "Out of 360 odd miles we use about 165 of existing rivers."

The diameter of our tubes need not be very great—eighteen yards would be sufficient to allow the passage of a 700-ton barge.

The enormous amount of water used will serve three purposes. It will raise or lower the barges; it will produce, at the fall, millions of horse-power—important source of revenue. Thirdly, it will serve as a means of irrigation.

The enterprise should, in consequence, partly pay for itself. The cost of construction is estimated at £200,000,000.

The traffic which will "feed" this international waterway should be enormous. Suppose the barges to be of only 50 tons, and that only one passes every forty minutes—that is thirty-six a day in each direction. This would mean an annual tonnage of nearly 15,000,000, or three times as much as the railways leaving Genoa can transport, at a rate of 1,500 fully loaded wagons per day.

The carrying of goods by the new waylocks included—would, it is stated, cost about one farthing less per man and per kilometre than the carriage by train. As to the journey,

THE

ROBINSON PIANO CO. LTD.

PIANOS

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QUALIFIED MEN

AT

MODERATE CHARGE.

Hongkong, 8th January, 1908.

[36]

RIOTING IN BERLIN.

POLICE SWORD BATTLE WITH SOCIALIST MOB.

Berlin, January 21st. Political riots of a revolutionary character attended by considerable bloodshed took place again this afternoon in the very heart of Berlin, next the Reichstag, and within a stone's throw of the royal palace of Bellevue.

These disturbances were the sequel to mass meetings of unemployed convened by the Socialists, who evidently intended that outbreaks of violence should ensue. Speeches of the usual inflammatory character were delivered by Socialist orators, and thousands who left the meetings early in the afternoon were worked up to a condition of dangerous excitement and hatred of authority.

A mob of 3,000 desperate revolutionary Socialists collected in the Invalidenstrasse, in the north of Berlin, and marched towards the centre of the city with the intention of reaching the Emperor's palace, which at an early hour in the morning was surrounded by a strong force of police, who remained on duty there throughout the day. Large forces of police guarded other palaces, Prince Buelow's residence, the Ministries, and all other public buildings.

The angry mob was met by the police at the northern end of Friedrichstrasse, where the first fight took place. The police stood their ground, but the mob by a flank movement edged them and approached the centre of the capital by making a detour westwards.

Another fight with the police ensued on the northern banks of the Spree, not far from the Lehrter railway station, the terminus of the line from Hamburg and Bremen. The police were repulsed, and withdrew to the southern bank of the river, while reinforcements were summoned.

Meanwhile, the mob, passing a building in course of erection, obtained possession of spades, pickaxes, hammers, and other heavy implements. Large slabs of stone, bricks, and mortar boards, and the smaller pieces used for scaffolding, were also seized for use as weapons.

The mob, now grown to nearly 5,000, rushed over the bridge and came in collision with a strong force of mounted police on the southern bank of the Spree, and a pitched battle took place.

The police used their swords, and the Socialists their rough-and-ready weapons. The struggle was short and sharp, and the mob broke and fled. The police pursued them, still slaying right and left with their swords.

The list of casualties issued this evening states that approximately one hundred Socialists sustained injuries necessitating medical treatment. About thirty of them were dangerously wounded. Eight policemen received injuries necessitating medical attention, and many others had bruises and slighter wounds from the Socialists' weapons and missiles. Eight arrests have been made.

Master's Berlin correspondent reports that the police laid about them so mercilessly with their sabres that pools of blood were afterwards left on the pavement.

It is currently reported that demonstrations on a large scale have been planned to take place before the Reichstag to-day, when the Socialists will introduce an interpellation on the Prussian suffrage.—Daily Express.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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SHIPPING.

ARRIVALS.
AKI MARU, Japanese str., 3,995, M. Yagi, 23rd February, Kobe and Shanghai, 10th Feb.
General, Nippon Yusen Kaisha.
ANTONOV, British str., 3,385, H. Hazland, 21st February—Shanghai 19th Feb. General—Butterfield & Swire.
ASIA, British str., 4,975, Harry Gaukroger, 23rd February—San Francisco 21st Jan. and Manila 21st Feb. Mails and General—O. & O. S. S. Co.
CHITUNG, British str., 2,222, P. Canton, 23rd February—Chinese str., 1,777, C. Stewart, 22nd February—Shanghai 19th Feb. General—Chinese.
CROCIUS, British str., 5,748, H. C. Harris, 23rd February—Tacoma via Moji 19th Feb. General—Butterfield & Swire.
DENVER, American cruiser, 3,700, Comdr. W. B. Caperton, U.S.N., 22nd February—Manila 20th February.
ELFENHORN, British str., 2,476, Cundy, 21st February—Yokohama and Shanghai 9th February, General—Hosono, Tomes & Co.
GIENPAILOCH, British str., 1,616, Hainworth, 21st February—Singapore 14th February, General—Chinese.
HAINUM, British str., 636, A. J. Robson, 23rd February—Fochow Feb. 21st, and Swatow 22nd, General—Douglas, Lapraik & Co.
INDRANI, British str., 3,225, M. Macfarlane, 22nd February—Shanghai 19th February, General—Matheson & Co.
ITSUKUSHIMA MARU, Japanese str., 2,808, 22nd February—Singapore 14th Feb. Chinese.
JACOB, Diederichsen, German str., 623, Hansen, 22nd February—Hollow 20th February, R. J. J. Co.
KAGOSHIMA MARU, Japanese str., 4,455, K. Kori, 23rd February—Moji 18th February, General—Nippon Yusen Kaisha.
PETRONIA, Russian str., 3,754, J. Smithwick, 23rd February—Moji 18th Feb. General—Melchers & Co.
SIGNAL, German str., 957, G. Schalkier, 23rd February—Halifax Feb. 21st, and Hoihow 22nd, General—Jensen & Co.
SINGAN, British str., 1,046, F. Jamieson, 22nd Feb.—Halifax and Hoihow 20th Feb. Rice and Lard—Butterfield & Swire.
SOISTON, Norwegian str., 517, K. Thorsen, 23rd February—Saigon 16th Feb. Rice and Flour—Angard, Thorsen & Co.
SPERZA, German str., 2,625, B. Peter, 23rd Feb.—Nagasaki 19th Feb. Coal—Hamburg, Amerika Linie.

DEPARTURES.
 22nd February.
AUSTRIA, Austrian str., for Singapore.
CHUYEN, Chinese str., for Canton.
DEHAI, British str., for Shanghai.
DEVANIA, British str., for Europe.
HUICHOW, British str., for Canton.
LOCKUNG, German str., for Bangkok.
TAMU, Japanese str., for Kobe.
TEKUMACHU, British str., for Singapore.
VICTORY, British str., for Newcastle.
YUENANG, British str., for Manila.
ZAPIRO, British str., for Manila.
 23rd February.
CHUNSHANG, British str., for Saigon.
ELGIN, British str., for Otaru (Japan).
FLINTSHIRE, British str., for London.
GLENFALLOCH, British str., for Amoy.
INDRANI, British str., for Manila.
JOSHIN MARU, Japanese str., for Swatow.
KIANGCHING, Chinese str., for Chinkiang.
NINGPO, British str., for Shanghai.
TRIUMPH, German str., for Haiphong.
WINGGASAG, British str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Hainum* reports: Fresh to moderate monsoon and fine light passing clouds and rain.
 The British str. *Indrani* reports: Strong to monsoon and cloudy.
 The Japanese str. *Kagoshima Maru* reports: Gentle to fresh monsoon and fine cloudy weather.
 The Norwegian str. *Soliston* reports: Strong wind from N. and N. E. with heavy sea.

VESSELS IN DOCK.
 February 22nd.
ABERDEEN DOCKS—*Halobis*.
WILSON DOCKS—*Neil Molead*, *Persia*, *Amigo*, *Sorango*, *Cyloph*, *Shantung*, *Kaifong*, *Germania*, *Oscar II*, *Edin*.
COMMERCE DOCKS—*Nanshan*.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

TAIMUN
 Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.
 General Managers.
 Hongkong, 22nd February, 1908. 415

For SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship
"ARRATOON APCAR"
 Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 28th inst., at 3 P.M.

This steamer has superior accommodation for passengers; is installed throughout with Electric Light, and carries a daily certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 21st February, 1908. 410

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EASTERN"
 Captain McArthur, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
 A Surgeon and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Passage, apply to
GARR, LIVINGSTON & Co.
 Agents.
 Hongkong, 5th February, 1908. 317

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Cowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT	PLY TO	TO BE DESPATCHED
LONDON &c., via ANTWERP, PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.E.	P. & O. S. N. Co.	On 7th Mar., at Noon.	
LONDON & AMSTERDAM VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 6th March.	
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &c.	RHENANIA	Ger. str.	K.W.	v. Hoff	HAMBURG-AMERICA LINE	On 28th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 3rd Mar., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 4th Mar., at D'light	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SANSHI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th Mar., at D'light	
MARSEILLES, LONDON & ANTWERP	AMERICA	Brit. str.	K.W.	Schwinghammer	HAMBURG-AMERICA LINE	On 10th March	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NUBIA	Ger. str.	—	E. J. Fox	P. & O. S. N. Co.	About 11th March	
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	K.W.	Kotze	HAMBURG-AMERICA LINE	On 13th March	
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	FLAVONIA	Ger. str.	K.W.	Rud. Meyer	HAMBURG-AMERICA LINE	On 3rd March	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KLEIST	Ger. str.	—	Beynon	STANDARD OIL CO.	On 26th inst., at 4 P.M.	
NEW YORK VIA PORTS & SUEZ CANAL	KENNEDIC	Brit. str.	—	...	STANDARD OIL CO.	About 7th March	
VANCOUVER VIA SHANGHAI JAPAN, &c.	SAINT PATRICK	Brit. str.	—	...	SHAW, TOMES & Co.	On 24th Mar., at 4 P.M.	
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 25th Mar., at Noon	
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	LENNOX	Brit. str.	1 m.	...	DODWELL & Co. Ltd.	On 27th inst.	
VICTORIA, B.C. & SEATTLE, WASH., &c.	CHAWMUT	Am. str.	—	E. V. Robert	NIPPON YUSEN KAISHA	On 3rd Mar., at 4 P.M.	
CALLAO ANTIQUIDOR, VIA JAPAN PORTS, &c.	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th Mar., at 4 P.M.	
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	ITO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	First half of April.	
AUSTRALIAN PORTS VIA MANILA	KARAKO MARU	Jap. str.	—	D. Most	CHINA COMMERCIAL S.S. CO.	On 4th Mar., at 5 P.M.	
AUSTRALIAN PORTS VIA MANILA	MABIE	Jap. str.	—	G. C. Christiansen	MELCHERS & Co.	On 3rd Mar., at 5 P.M.	
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	G. C. Christiansen	GIBB, LIVINGSTON & Co.	On 29th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th Mar., at Noon	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 9th Mar., at 4 P.M.	
KOBE AND YOKOHAMA	TAIYUAN	Jap. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 17th April, at Noon	
MOJI, KOBE & YOKOHAMA	NIRO-MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 7th Mar., at D'light	
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	About 29th inst.	
USINGTAO & CHEFOO	PALMA	Jap. str.	—	G. W. Cockburn, R.N.E.	P. & O. S. N. Co.	On 18th Mar., at Noon	
QUENTIN	NIRO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	Quick despatch	
SHANGHAI, YOKOHAMA & KOBE	TAIPANAS	Dut. str.	—	Pand. r.	JAVA-CHINA JAPAN LINE	To-morrow, at Noon	
SHANGHAI	AMARA	Brit. str.	1 m.	G. Hooker	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.	
SHANGHAI	CHIPSING	Brit. str.	—	F. McNeely	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.	
SHANGHAI	HOENSTADT	Brit. str.	K.W.	Jager	HAMBURG-AMERICA LINE	To-morrow	
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow at Noon	
SHANGHAI	MARMORA	Brit. str.	1 m.	G. H. C. Weston, R.N.E.	P. & O. S. N. Co.	About 6th March	
SHANGHAI, YOKOHAMA & KOBE	YUNNAN	Brit. str.	—	W. O. Jones	MELCHERS & Co.	On 26th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str.	—	A. Stewart	HAMBURG-AMERICA LINE	On 27th inst.	
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Ger. str.	K.W.	Robertson	DAVID SASSOON & Co. Ltd.	On 28th inst., at 3 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARRATOON APCAR	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.	
SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 1st March	
SHANGHAI	IOCHOW	Brit. str.	1 m.	A. Mocker	NIPPON YUSEN KAISHA	On 2nd March	
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOBINO	Brit. str.	—	C. Binzer	MELCHERS & Co.	About 3rd March	
SHANGHAI & KOBE	KAGASHI MARU	Jap. str.	—	Jones	JARDINE, MATHESON & Co., Ltd.	On 9th March	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 13th Mar., at 4 P.M.	
SHANGHAI, CHINGWANGTAO, JAPAN, AMERICA &c.	GYLSEA	Frean. str.	—	I. Edvard	OKURA SHOSEN KAISHA	On 1st Mar., at 10 A.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	2 m.	A. J. Robson	DOUGLAS, LAPRAIK & Co.	To-morrow, at 4 P.M.	
TAMU VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	1 m.	Jamieson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.	
SWATOW, AMOY & FOCHOW	HEIMEN	Brit. str.	—	A. Somerville	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon	
HAIPHONG	SINGAN	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 3rd Mar., at 4 P.M.	
MANILA	TEAN	Brit. str.	—	R. Almond	SHAW, TOMES & Co.	On 6th Mar., at 4 P.M.	
MANILA	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th Mar., at Noon	
MANILA	RUBI	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.	
MANILA	TAMING	Brit. str.	—	Rodger	SHAW, TOMES & Co.	On 28th inst., at 4 P.M.	
MANILA	YUENANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	Middle of March	
MANILA	ZAPIRO	Brit. str.	1 m.	F. Semblil	MELCHERS & Co.	On 28th inst., at D'light	
MANILA	KAIPONG	Brit. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 27th inst., at 3 P.M.	
MANILA	BOBINO	Ger. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	About 25th inst.	
MANILA	KAGOSHIMA MARU	Jap. str.	—	Jurjans	JARDINE, MATHESON & Co., Ltd.		
MANILA	LAHONG	Dut. str.	—		JAVA-CHINA JAPAN LINE		
MANILA	TJILWONG	Dut. str.	—				

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saigon, and others. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 29th Febr., Noon
ZAPIRO	2540	R. Rodger	Manila	On 7th March, Noon

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS

Hongkong, 24th February, 1908

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" ... About 18th March.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 28th January, 1908

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific to the "EMPRESS LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)
"EMPRESS OF CHINA"	6,000	THURSDAY, 12th March... 30th March
"LENNOX"	3,700	WEDNESDAY, 25th March... 23rd April
"EMPRESS OF INDIA"	6,000	THURSDAY, 9th April... 27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April... 16th May
"EMPRESS OF JAPAN"	6,000	THURSDAY, 7th May... 26th May
"GLENFARG"	3,700	WEDNESDAY, 20th May... 18th June

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE "QUICKEST" ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" S. steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71.10 Intermediate class ... 440, ... 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"TRANQUEBAR"	On 26th February.

For Further Particulars, apply to

MELCHERS & CO.

Hongkong, 17th February, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
"SHAWMUT"	9,608	E. V. Roberts	On 17th February.
"TREMONT"	9,606	T. W. Garlick	On 17th March.
"SUVERIC"	6,232	W. Shelton	On 9th April.
"KUMERIC"	6,232	Cowley	On 2nd May.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED.

GENERAL AGENTS

Hongkong, 18th February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
"TSINGTAU & CHEFOO"	"AMARA"	Tuesday, 25th Febr., Noon.
"SHANGHAI"	"KWONGSANG"	Tuesday, 25th Febr., Noon.
"TIENSIN"	"CHIPSINGH"	Tuesday, 25th Febr., 4 P.M.
"SINGAPORE, PENANG & CALCUTTA"	"LAISANG"	Thursday, 27th Febr., 3 P.M.
"MANILA"	"LOONGSANG"	Friday, 28th Febr., 4 P.M.
"MANILA"	"YUENSANG"	Friday, 6th March, 4 P.M.
"SHANGHAI, YOKOHAMA, KOBE, MOJI"	"FOOKSANG"	Friday, 13th March, 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 21st and 28th inst., available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

† Taktur Carro on Through Bills of Lading to Yangtze, Ports, Chafsoo, and Tientsin via Chingwanan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

GENERAL MANAGERS.

Hongkong, 24th February, 1908.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



THE Steamship

"ERNEST SIMONS"

Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 3rd March, at 1 P.M.

The Steamer connects at Colombo with Australian ss. "Nora" bound for Marseilles via BOMBAY and Aden.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FROM	TO SAIL	REMARKS
MOJI, KOBE and PALMA YOKOHAMA	About 29th Capt. G. W. Cookman, R.N.R.	Freight only.
SHANGHAI, MOJI, KOBE BORNEO	About 1st Capt. G. W. Gordon, R.N.R.	Freight and Passage.
LONDON and AMSTERDAM via SINGAPORE, SOGOTRA PENANG, COLOMBO	On 6th Capt. W. R. Hickey	Freight only.
SHANGHAI	MAIMORA Capt. G. H. C. Weston, R.N.R.	About 6th Freight and Passage.
LONDON via USUAL PORTS DELTA	Noon 7th Capt. C. L. Daniel	See Special of Call.
MARSEILLES LONDON, and NUBIA ANTWERP	About 11th Capt. F. J. Fox	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
SuperintendentCHINA NAVIGATION CO.,
LIMITED.

FROM	TO SAIL	REMARKS
TIENSIN	"KUEICHOW" On 24th Febr., 4 P.M.	
MANILA	"TEAN" On 25th Febr., 4 P.M.	
HAIPHONG	"SINGAN" On 26th Febr., 4 P.M.	
CEBU and LOILO	"KAIFONG" On 26th Febr., 4 P.M.	
SHANGHAI and CHINKIANG	"YUNNAN" On 26th Febr., 4 P.M.	
SHANGHAI	"CHINKIANG" On 26th Febr., 4 P.M.	
MANILA	"YOHOW" On 26th Febr., 4 P.M.	
MANILA	"TAMING" On 3rd Mar., 4 P.M.	
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN" On 9th Mar., 4 P.M.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passengers, apply to—
HONGKONG, 24th February, 1908.

BUTTERFIELD & SWIRE,
AGENTS.HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	HOHENSTAUFEN ... 25th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMBIA ... 27th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	BELGRAVIA ... 5th March

HOMeward.

FOR MARSEILLES, PLYMOUTH, HAYRE & HAMBURG:	S.S. RHENANIA ... 26th Febr.
FOR BREMEN & HAMBURG:	S.S. SLAVONIA ... 3rd March.
FOR ROTTERDAM & HAMBURG:	S.S. AMBRIA ... 10th March.
FOR ROTTERDAM & HAMBURG:	S.S. BRASILIA ... 13th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW ("DAIJIN MARU") AND AMOY	Capt. I. Sakurai	SUNDAY, 1st March, at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th February, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. RUD. MEYER	Wednesday, 26th Febr., at 4 P.M.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LERNZ	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. v. BINZEE	About Tuesday 3rd March.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SIBBELL	Middle of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	Second half of Febr.
TJIMAH	JAVA	Second half of Febr.	JAVA PORTS	First half of March
TJIBODAS	JAVA	First half of March	JAPAN	First half of March
TJILATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st Floor.
HONGKONG, 14th February, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

CIE. DES CHARGEURS REUNIS,

ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO,
TIENSIN AND PEKING; KOBE,
YOKOHAMA, HONOLULU, NORTH
AND SOUTH AMERICAN PACIFIC
COAST, BUENOS AIRES, MONTE-
VIDEO, without transshipment.

S. S. "CELANA"

Capt. JOVAN
To Sail On
MONDAY, 9th MARCH.

THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double-Berth Cabins, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe, Drawing Room, Smoking Room, Hair Dressing Room, Laundry, Doctor and Stewards.

The Best Line to go to Japan and America in visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT

For Further Particulars, apply to—

J. MILLET, AGENT,
FRENCH MAIL OFFICE.

Hongkong, 21st February, 1908.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGA.	KAWACHI MARU Capt. H. Petersen, Tons 6227	WED. DAY, 4th March, at Daylight.
COLOMBO, and PORT SAID via SINGA.	SANUKI MARU, Tons 6112 Capt. S. J. G. Parsons,	WED. DAY, 18th March, at Daylight.
VICTORIA, B.C., and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	AKI MARU, Tons 6444 Capt. M. Yagi,	TUESDAY, 3rd March, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Tons 6920 Capt. Wm. Thompson	TUESDAY, 17th March, at 4 P.M.
SHANGHAI and KOBE	NIKKO-MARU, Tons 3818 Capt. T. L. Harrison, Tons 5539	FRIDAY, 2nd March, at 10 P.M.
KOBE and YOKOHAMA	TAKASAKI MARU, Tons 4746 Capt. A. Mocker,	MONDAY, 2nd March.
NAGASAKI, KOBE and YOKOHAMA	INAGA MARU, Tons 6181 Capt. Wm. Bainbridge,	SAURDAY, 7th March, at Daylight.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU, Tons 5919 Capt. T. Harrison,	WED. DAY, 18th March, at Noon.
	KAGISHIMA MARU, Tons 4454 Capt. K. Kori,	WED. DAY, 26th Febr., at Daylight.

† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passengers, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 24th February, 1908.

T. KUSUMOTO,
MANAGER.THOS. COOK & SON,
ESTABLISHED 1841.TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—
16, DES VEXES ROAD,
HONGKONG.Japan Office—
14, WATER STREET,
YOKOHAMA.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1898.

NOW READY

MAIL TABLES
FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 3d/Conts
On Paper ... 20"
On Sale at the Hongkong Daily Press Office
Hongkong, 17th January, 1908.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES

FROM YOKOHAMA, KOBE AND
SHANGHAI

THE Company's Steamship

Having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 21st February, 1908.

NOTICES TO CONSIGNEES

S.S. "TONKIN."

COMPAGNIES DES MESSAGERIES
MARITIMES

NOTICE.

CONSIGNEES of Cargo from Cettie ex s.s. "Omara" from Vathy ex s.s. "Saghalien" from Bordeaux ex s.s. "Ville de Bordeaux" and "Carthage" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 24th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 17th February, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BEN LUYERS"
FROM MIDELESBORO, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, sealed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th February, 1908.

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BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.

Agents.
Hongkong, 20th February, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "China."
From Persian Gulf ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 2nd February, 1908.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

Having arrived this morning from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 27th inst., 1908, will be subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representative, at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 20th February, 1908.

NIPPON YUSEN KAISHA.

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SHIPPING IN PORT.

STEAMERS.
AMARA, British str., 1,655, C. J. Matlock, 16th February—Saigon (11th February, Rico—Jardine, Matheson & Co.)
AMIGO, German str., 822, N. J. Baltzer, 18th January—Hankow 16th January, General—Jensen & Co.
ANTIOCHUS, British str., 5,796, T. D. Keay, 20th Feb.—Liverpool 5th Jan. via Manila 17th Feb., General—Butterfield & Swire.
CHRONOSCHING, British str., 1,256, F. Wheeler, 15th February—Chefoo via Weihaiwei 10th Feb., General—Jardine, Matheson & Co.
CHINKIANG, British str., 1,229, F. Robertson, 19th February—Wuhu 14th Feb., General—Butterfield & Swire.
CHIPPING, British str., 1,199, F. Mooney, 29th January—Swatow 28th January, General—Jardine, Matheson & Co.
DERWENT, British str., 1,566, J. Jenkins, 15th Feb.—Saigon 11th Feb., Rico—Jardine, Matheson & Co.
DREIFAR, Norwegian str., 1,021, J. Bing, 18th February—Bangkok 10th Feb., Rico—Nippon Yusen Kaisha.
EMPEROR OF CHINA, British str., 3,043, R. Archibald, R.N.R., 13th Feb.—Vancouver, B.C. 25th Jan. and Shanghai 11th Feb. Mails and General—Canadian Pacific Railway Co.
ENTIN, German str., 1,109, Longschwan, 14th February—Taioing 8th February, Rico—Jensen & Co.
ESARO, British str., 1,171, Lee, 20th February—Wuhu 15th February, Rico—Jardine, Matheson & Co.
FOKUSA MARU, Japanese str., 1,946, H. Sakamoto, 20th February—Moji 14th Feb., Coal—Mitsui Bishi Goshi-Kaisha.
HAMORIS, Dutch str., 1,070, H. Hoek, 15th February—Balik Papan 6th February, Liquid Fuel—Asiatic Petroleum Co.
HUICHOW, British str., 1,263, E. Forsyth, 29th February—Haiphong & Echow 18th Feb., General—Butterfield & Swire.
JOHANN, German str., 900, Island, 18th Feb.—Saigon 13th Feb., General—Jensen & Co.
KAIFONG, British str., 986, H. Mathias, 9th Feb.—Cebu and Iloilo 4th Feb., General—Butterfield & Swire.
KIANCHING, Chinese str., 1,002, Brismader, 16th February—Chinkiang 13th February, General—Chinese.
KURICHOW, British str., 1,215, G. Hooper, 16th February—Hongkong 13th February, Coal—Butterfield & Swire.
KWONGYU, British str., 1,423, W. Palmer, 24th Feb.—Shanghai 16th Feb., via Swatow 19th, General—Jardine, Matheson & Co.
LAISAN, British str., 3,980, E. J. Fadd, 13th Feb.—Batavia 1st Feb. and Straits 11th, General—Jardine, Matheson & Co.
LENNOX, British str., 2,361, E. McNair, 16th February—Moji 11th February, Coal—Doddwell & Co.
LOYAL German str., 1,237, Fr. Natzlar, 18th February—Bangkok 6th February, Rico—Sander, Wierler & Co.
MALIE, German str., 1,169, P. E. Christiansen, 18th February—Saigon 13th February, General—China Commercial S.S. Co.
MARGANO, British str., 1,644, E. Houghton, 29th January—Sandakan 23rd January, Timber and General—Jardine, Matheson & Co.
MERPOO, Chinese str., 1,339, J. McArthur, 18th February—Shanghai 14th Feb., General—Chinese.
NANSHAN, British str., 1,299, Allan Jones, 6th February—Saigon 1st February, Rico—Bradley & Co.
PERISA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. and Portland, Or. 15th Dec., Flour—O. & O. S. S. Co.
PONGTONG, German str., 993, W. B. Gifford, 5th Feb.—Bangkok 24th January, Rico and Mail—Butterfield & Swire.
PROVTO, Norwegian str., 833, Fr. Seaberg, 21st January—Saigon 18th Jan., Rico & Flour—Wallam & Co.
SIXTA, German str., 992, Dolar, 21st February—Saigon 14th Feb., Rico—Simonsen & Co.
SHAWMUT, American str., 6,192, E. V. Roberts, 20th February—Seattle 7th Jan. via Manila 17th February, General—Doddwell & Co.
THAN, British str., 1,346, Outerbridge, 21st February—Manila 18th February, General—Butterfield & Swire.
TECHACHUS, British str., 1,340, Jas. Williams, 20th Feb.—Saigon 14th Feb., Rico and General—Chinese.
TINGSHANG, British str., 1,400, E. M. Reynolds, 27th January—Wakamatsu 22nd Jan., Coal—Jardine, Matheson & Co.
TJILIWONG Dutch str., 3,061, Van Wyck Jurisanes, 21st February—Japan ports 16th February, Coals and General—Java-China-Japan Line.
TROCAS, British str., Garriok, 10th February—Pale Sambo 2nd Feb., Bulk Oil—Meyer & Co.
VICTORIA, Swedish str., 939, Hallberg, 21st February—Pale Sambo 2nd Feb., Bulk Oil—Meyer & Co.
WAKAMATSU MARU, Japanese str., 1,772, T. Gode, 7th February—Moji 1st February, Coal—Mitsui Bishi Goshi-Kaisha.
YUNNAN, British str., 1,206, W. O. Jones, 18th February—Wuhu and Chinkiang 14th Feb., General—Butterfield & Swire.

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